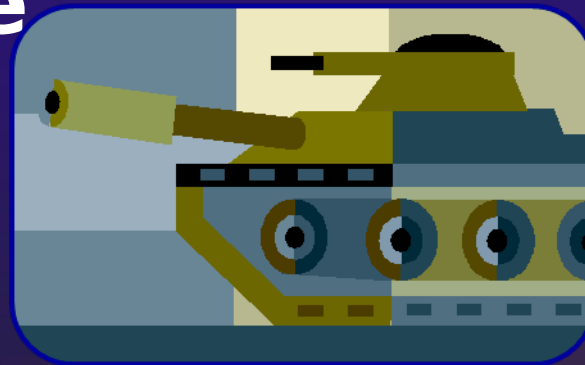


# Traffic Safety Program

## Privately Owned and Army Motor Vehicle



# References

- DODI 6055.4, *DoD Traffic Safety Program*, 20 July 1999
- AR 385-10, *The Army Safety Program*, 23 August 2007
- AR 600-55, *The Army Driver and Operator Standardization Program*, 18 June 2007
- DA Pam 385-1, *Small Unit Safety Officer/NCO Guide*, 10 November 2008
- FM 5-19, *Composite Risk Management*, 21 August 2006

# Additional Sources

- National Highway Traffic Safety Association (NHTSA),  
<http://www.nhtsa.gov>
- US Army Combat Readiness/Safety Center, <https://crc.army.mil/home>
  - Six-Point POV Program
  - Privately Owned Vehicle (POV) Risk Management Toolbox
  - Best Practices and Lessons Learned

# **Terminal Learning Objective**

## ***Action:***

Describe ways to enhance the organizations Traffic Safety Program for POVs and AMVs.

## ***Condition:***

During Group discussions.

## ***Standard:***

Descriptions must be based on requirements set forth by AR 385-10 and DODI 6055.4 with consideration to composite risk management.

# Lesson Data

- Safety Requirements
- Risk Assessment
- Environmental Conditions
- Evaluation
  - Oral questions
  - Participation during class discussions

# Overview

- Privately Owned Vehicle (POV) safety
- Army Motor Vehicle (AMV) safety

# Enabling Learning

## Objective A

### **Action:**

Describe two areas of privately owned vehicle (POV) safety which are: *(1) the Army Traffic Safety Training Program (ATSTP) and (2) the Six-Point POV Program.*

### **Condition:**

During group discussions and checks on learning.

### **Standard:**

Descriptions must include a minimum of four elements for each of the areas.

# POV Safety – 1<sup>st</sup> Area

## ***Army Traffic Safety Training Program (ATSTP)***

- Required training for all Army personnel
- Established to reinforce a positive attitude regarding:
  - Driving
  - Individual responsibility
  - Correct response to routine and emergency driving situations



# ATSTP

*Continu  
ed*

- Comprised of :
  - Five instructor-led classroom training courses
  - One on-line Accident Avoidance Course
- Each course builds on the previous one

# ATSTP – Introductory Course I

- Required for all Soldiers
- Given during initial entry training/advanced individual training
- Establishes and reinforces positive attitude
- Emphasizes individual responsibilities
- Teaches correct responses to routine and emergency driving situations

# ATSTP – Local Traffic Hazard Course II

- Briefing on local driving hazards
- Required for newly assigned personnel

# ATSTP - Intermediate Course IIIA

- Reinforces Introductory Training Course I
- Intended for newly assigned Soldiers under 26 years
- May be required for other Soldiers if directed by the Commander

# **ATSTP – Advanced Course IIIB**

- Accident prevention training based on current driving accident trends
- Required 12-18 months after Course IIIA
- Based on current driving accident trends
- Intended for Soldiers under 26 years
- May be required for Soldiers over 26 years

# **ATSTP - Supervisor Course IV**

- All newly assigned Army supervisors
- Responsibilities and expectations of the ATSTP
- All ages

# **ATSTP – Accident Avoidance Course**

- Online course through AKO or CRC
- Requirement:
  - Drivers of any Army motor vehicle (AMV)
  - Part of the licensing requirement
  - Must be taken every four (4) years to remain current

# Remedial Driver Training

- Installation commander's program
- Designed for Military personnel
- Based on individual's driving record
- Improve performance and compliance with laws



# **POV Safety - 2nd Area Six-Point POV Program**

- Chief of Staff, Army, directed program
  - Every unit commander must implement the program
- It is the minimum standard in effort to reduce accidents

*DA Pam 385-1, Appendix D, page 30*



## *Six-Point POV Program*

# **Command Emphasis**

- Commander's policy statement is required on motor vehicle safety
  - Encourages personal responsibility
  - Emphasizes leader involvement/engagement



## *Six-Point POV Program*

# **Command Emphasis**

*Continued*

- Unit leaders must be proactive
  - Provide positive leadership – key to influencing positive behavioral change
  - Be engaged – talk with Soldiers
  - Know Soldiers' habits
  - Encourage safe behavior



## *Six-Point POV Program* **Discipline**

- Begins with leaders – each must:
  - Set the example – adhere to standards at all time (on and off duty)
  - Enforce the standards and be unrelenting when it comes to safety
  - Identify and counsel at-risk Soldiers



## *Six-Point POV Program*

# **Composite Risk Management**

- Identify hazards associated with POVs
- Assess the hazards
- Make decisions to control them
- Implement the controls
- Supervise execution

# POV Risk Management Tool



[https://crcapps2.crc.army.mil/ako\\_auth/TRiPS/default.aspx](https://crcapps2.crc.army.mil/ako_auth/TRiPS/default.aspx)



## *Six-Point POV Program* **Standards**

- Set high and unmistakable standards
- Enforce standards
- Follow Army regulatory traffic standards
- Educate Soldiers on risks
- Inspect for compliance



## *Six-Point POV Program*

# **Provide Alternatives**

- On post activities
- Keep facilities open later
- Transportation alternatives
- Other alternatives





## *Six-Point POV Program*

# **Commander's Assessment**

- Following an accident, determine:
  - What happened
  - Why it happened
  - How it could have been prevented



## *Six-Point POV Program*

# **Commander's Assessment**

*Continued*

- As a result of the assessment and investigation . . . . .
  - Implement corrective actions and preventive measures
  - Publicize lessons learned

# Check on Learning

- Which area of the POV safety is directed by the Chief of Staff of the Army (CSA ) to be used in every unit?
  - Six-Point POV Program

# Check on Learning

- Which ATSTP course is required to be taken by anyone who operates an AMV?
  - Accident Avoidance Course

# Enabling Learning

## Objective B

### **Action:**

Describe three areas of Army motor vehicle (AMV) safety which are: *(1) training and licensing, (2) Driver's Training Toolbox, and (3) Additional driver's training resources.*

### **Condition:**

During group discussions and checks on learning.

### **Standard:**

Descriptions must include a minimum of two elements for each of the areas.

# **Army Driver and Operator Standardization Program**

- AR 600-55, *The Army Driver and Operator “Standardization Program (Selection, Training, Testing, and Licensing)”*
  - Establishes standards, policies, and procedures
  - Governs selection, training, testing, and licensing of Army wheeled and tracked vehicles and equipment

# **Army Motor Vehicle (AMV) Required Safety Training**



# **ATSTP Accident Avoidance Course**

- Required for anyone who operates any Army motor vehicle (AMV)
- Required as part of the licensing procedures



# Driver's Training 40-hour Course

- Pre-requisite for a military license
- Course of instruction includes:
  - Driver responsibilities
  - Regulations and laws
  - Environmental conditions
  - Off road and self-recovery

*. . With . . . . .*

# Driver's Training 40-hour Course

Emphasis placed human factors

- Speed
- Seatbelts
- Alcohol
- Fatigue
- Distractions
- Road rage



**Accident prone  
while on the phone?**

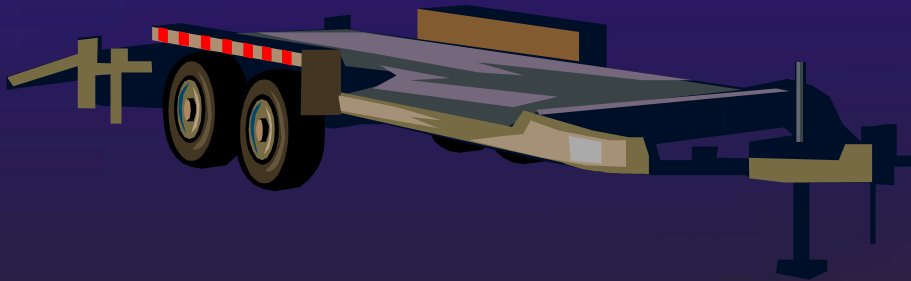
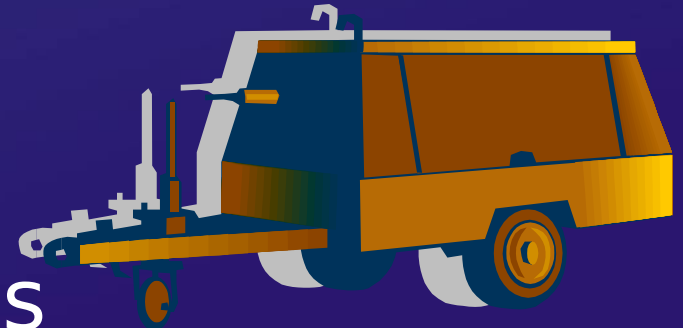
# Equipment Specific Training

- PMCS
- Load plans
- Crew responsibilities
- Vehicle safety equipment
- Crew drills
- Roll-overs
- Possible hazards



# Ancillary Equipment Training

- Trailers
- IED defeating devices
- Weapons



# Environmental Training

- How to drive in:
  - Sand, mud
  - Snow, ice
  - Black/Brown-out conditions
- How to operate with night vision devices



# Accident Prevention Training

- Ground-guides
- HEAT training
- Sustainment training
- Best practices

# Driver's Training Toolbox

## U.S. Army Combat Readiness/Safety


- Regulations
- Training aids
- Safety videos
- Presentations
- Related links

### Driver's Training Toolbox

[HOME](#)  
[REGULATIONS](#)  
[TRAINING CIRCULARS](#)  
[TRAINING SUPPORT PACKAGES](#)  
[SAMPLE SOP](#)  
[GRAPHIC TRAINING AIDS](#)  
[NHSTA EMERGENCY VEHICLE OPERATOR TRAINING MANUAL](#)  
[GSA DRIVING SAFETY VIDEOS](#)  
[AUDIOVISUAL PRODUCTS](#)  
[HMMWV EGRESS ASSISTANCE TRAINER \(HEAT\) INFO](#)  
[HMMWV OFF-ROAD OBSTACLES](#)  
[MRAP \(MINE RESISTANT AMBUSHED PROTECTED\)](#)  
[PRESENTATIONS](#)  
[LINKS](#)  
[ACCIDENT AVOIDANCE COURSE](#)  
[EXAMPLE MASTER DRIVER'S TRAINING POI](#)

#### Welcome to the Driver's Training Toolbox

The U.S. Army Combat Readiness/Safety Center has developed this toolbox to assist commanders, examiners and instructors in the management of driver training. The toolbox provides a central location for the materials necessary to establish and maintain an effective driver training program. Please direct your questions, comments or suggestions to the Ground Task Force at [amv2@crc.army.mil](mailto:amv2@crc.army.mil) or DSN 558-3562 or Commercial (334)255-3562.



# Ground Risk Assessment Tool

## (GRAT)

- Augments CRM planning and decision making
- Assist with hazard
  - Identification
  - Assessment
  - Control





# **What are Your Questions or Comments?**



# Check on Learning

- Why is it important that drivers train on ancillary equipment?
  - To help ensure they safely adjust to the handling characteristics of vehicle, weight, stopping distance, blind-spots, etc.

# Check on Learning

- Name three human factors that cause or influence the severity of vehicle accidents as discussed in the Driver's Training course.
  - Speed, Seatbelts, Alcohol, Fatigue, Distractions, Road rage

# Summary

- Privately Owned Vehicle (POV) safety
- Army Motor Vehicle (AMV) safety

# Words of Tommy Lasorda



*“Baseball is like driving, it's the one who gets home safely that counts.”*

Tommy Lasorda  
Former LA Dodgers  
Manager

# Maybe We Should Say . . . .



***“Driving** is like baseball,  
it's the one who gets  
home safely that counts.”*

***Be Safe, Drive  
Safely!!!***